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CENTRAL INTELLIGENCE AGENCY 25X1 REPORT

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Kirov Shipyard.

1. The shipyard was on the southern bank of the Bolshaya Bolda, a branch of the Volga River, below and east of the railroad bridge on the railroad line to Saratov (51°3h'N/46°02'E). In 1949 the shipyard was equipped with spur tracks. It was allegedly the largest shipyard in Astrakhan (46°21'N/48°03'E). The shipyard built small Volga tugboats and did repair work. (1) and (2)

Stalin Remontny Zavod

2. The Stalin Remontny Zavod was partly on a Volga island and partly on the eastern bank of the Volga River. It was built in 1931 and had a water frontage of 1,000 meters. This shipyard employed 550 workers, half of them women, who worked in three shifts. POWs worked only in one shift. Raw materials arrived by boat. Electric power was supplied by the plant-owned power station which had an output of 10,000 kw. Ships and ship engines of all types and dimensions were repaired in the shipyard. Complete boilers were supplied from an unknown source outside the shipyard. The shipyard was guarded by armed civilian militia. (3)

Lenin Remontny Zavod.

3. The shipyard was on the western bank of the main Volga River arm, about 7 km below Astrakhan. It was built in 1920. The shipyard was scheduled to be converted to locomotive repair work after the new Volga River bridge connecting Astrakhan with the worker's settlement in Trusovski was completed. The shipyard covered an area of 600 x 200 meters. The manager of the shipyard was a civilian shipbuilding engineer. This shipyard employed 200 workers in summer and 700 in winter. Forty percent of the employees were women. About 100 to 120 POWs also worked there. Work was done in one shift. Raw materials such as plates and profile iron (Profileisen) arrived in trucks from the Astrakhan railroad station. Electric power was supplied by the Astrakhan power plant. The shipyard also had a Diesel power plant. Repairs were made mainly on large tankers and tugboats and also on ship engines. The shipyard was surrounded by a wooden fence with five watchtowers on which German guards were stationed. (4)

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Third International Remontny Zavod.

4. The shipyard was on the western bank of the main arm of the Volga River, almost opposite the Tsarev River branch. It was old. The shipyard covered an area of about 300 x 100 meters. The manager of the shipyard was a Soviet engineer. The shipyard employed 200 workers in summer and 300 to 400 in winter. Half of the employees were women. Sixty PWs also worked as specialists and auxiliary workmen. Work was done in one shift. River boats were repaired here when the repairs did not require dock facilities. (5)

Kapski Shipyard.

5. The shipyard was 10 to 12 km below Astrakhan on the western bank of the Volga River branch. According to Soviet information, it was built in 1935 to 1937. A complete reconstruction of the shipyard was begun in 1944. Among the new installations was a slip which was half completed in May 1949. The manager of the shipyard was allegedly engineer Kapski, (fnu), for whom the shipyard was named. One hundred civilian workers, 100 convicts and 100 to 300 PWs were employed in the first shift, while only civilian workers and convicts were employed in the second shift. Work was done in two 8-hour shifts. Raw material shipments, such as plate and profile iron, came by boat in summer and by truck from the Astrakhan railroad station in winter. Electric power was supplied by the plant-owned power station. Only repair work was done. Six or seven boats were repaired in three to four weeks during summer, depending on the volume of work. (6)

Karl Marx Shipyard.

6. The shipyard covered an area of 30 x 50 meters, and consisted of only three small buildings. Repair work on small ships was done in this shipyard. (7)

Red Tanker Shipyard.

7. The shipyard was on the western bank of the main branch of the Volga River and had a water frontage of 1,000 to 1,200 meters. It was said to be a shipyard and shipping agency. (3)

25X1 [redacted] Comments.

(1) For sketch of Volga Estuary, see Annex 1, Sketch A. For location of all shipyards in Astrakhan, see Annex 2. According to reliable information, the Engels shipyard is adjacent to the Kirov Shipyard northeast of Astrakhan, and is not located at the site indicated in Annex 2.

(2) According to other information this shipyard has a dry dock, a 1,500-ton floating dock, a slipway, a foundry, a forge, a machine shop, an engine department, two assembly departments, a welding department and a transformer station. The wartime production comprised gun boats armed with one gun and two machine guns, motorboats up to 130 hp, submarines, tankers and motor sledges. The shipyard also did all kinds of repair work and produced artillery ammunition and aircraft bombs. The winter repair capacity was allegedly 100 ships of the Volga River - Caspian Sea route. In 1948 the shipyard was mainly used to build motorboats for fishing. The number of employees was reported to be 3,000.

(3) For layout sketch of this shipyard, see Annex 1, Sketch B. This report confirms and supplements previous information on the plant installations. However, this report does not mention the floating dock for submarine construction which was previously reported. According to previous information, three tankers and three tugboats are built monthly, 12 submarines are assembled annually at this shipyard and forty tankers, up to 610 hp, are repaired in wintertime. This shipyard is said to have 7,000 employees which greatly exceeds the figure indicated in this report.



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(4) For layout sketch see Annex 3, Sketch A. This report largely supplements previous information on the installations of this shipyard. According to other information, the shipyard builds and repairs freight ships, passenger ships, tankers and tugboats. About 40 to 50 large barges are repaired in wintertime. During the war, the shipyard was temporarily converted to the construction of tanks, automobile engines, and weapons, as well as to the repair of tanks. [redacted] 5,000 workers were employed in the shipyard, which is considerably higher than the figure indicated in this report. It is believed that work is done in three shifts as in other shipyards, and not in one shift, as indicated in the report. 25X1

(5) For layout sketch, see Annex 3, Sketch B. This report supplements to some extent previous data on the installations of the shipyard, but does not mention the slips reported by other sources. According to other reports the shipyard not only does repair work but also builds new ships, such as tankers, naphtha barges, river tugboats, and fishing vessels. One tanker was under construction in May 1950. [redacted] 2,500 employees. It does not seem probable that work was done in only one shift. 25X1

(6) For layout sketch, see Annex 4. The information given in this report is new. It is not believed that the shipyard was built as early as 1935 - 1937. Construction probably started in 1944. [redacted] 25X1 construction of an extraordinarily large slipway in Astrakhan, but did not indicate the plant name.

(7) The information on the size of this shipyard is not believed to be correct. [redacted] this yard is equipped with a slip, an iron foundry, a fitting shop, and a repair shop. It has also been reported that this yard repairs 8 to 10 dredges and 11 to 12 barges annually, 15 to 20 freight and passenger ships during the winter, and also repairs tugboats with up to 400 hp. It was reported in April 1950 that repair work in this shipyard was extraordinarily slow. One steamship was said to have been under repair for 10 years and another one for five years. It was previously reported that this shipyard had 2,000 employees, working in three shifts. 25X1

(8) This is reportedly a shipping agency responsible for the transshipment and transportation of Baku oil via the Caspian Sea and the Volga River. This shipping agency probably has a ship repair plant. The Kaspitanker Shipping Agency is a branch of the Heidtanker.

Annexes:
1. Volga Estuary; Stalin Remontny Zavod with Legends
2. Location Sketch of the Shipyards of Astrakhan with Legend
3. Stalin Remontny Zavod; Third International Remontny Zavod with Legend
4. Kapski Shipyard and Slipway with Legend



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Sketch A

Legend:

1. Astrakhan.

2. Railroad line to Saratov.

3. Buzan.

4. Bolshaya Bolda, a branch of the Volga River branching off to the east.

5. Approximate coastline.

6. Area where all the shipyards except the Kirov Shipyard are located.

Sketch B

Legend:

1. Foundry with molding shop. A stone building, 8 x 20 x up to 12 meters, housing 2 smelting furnaces, 3 or 4 foundry ladles, 1 electric 5-ton crane.

2. Small pattern-making shop.

3. On both river banks were two stationary steam-operated rotary cranes.

4. Mechanical workshop, a stone building, 40 x 10 meters equipped with one 4.5-ton traveling crane and the following machine tools: a vertical turning and boring machine, 2 lathes, each having a center width of 5 meters and a center height of 1 meter, one planing machine with 2-meter bed track, one milling machine, one cylinder-grinding machine, one shaft-grinding machine, and one drilling machine. All these machine tools were of German make, except the shaft-grinding machine which was of Soviet make and the drilling machine which was of British make.

5. Foundry cleaning shop, a stone building, 20 x 5 meters, equipped with a stationary crane and an electric emery machine.

6. Four-story administration building, 40 x 10 meters, also used for tool storage.

7. Boiler house, white-plastered brick structure, 25 x 5 x 8 meters, with high windows and two metal smokestacks. Four oil-fired boilers generate steam for all purposes including the power station.

8. Power station equipped with a 10,000 KW turbo generator.

9. Berth of an ice breaker, 100 meters long and 15 meters wide. (The dimensions are probably overestimated.) The boat was presumed to be only about 40 meters long and 7.5 to 9 meters wide.

10. Berth for small ships to be hauled-up for repair.

11. Berth for large ships remaining in water.

12. Main branch of the Volga River.

13. Secondary branch of the Volga River.

14. Wooden fence, 3 meters high.

15. Paved road to Astrakhan with double-track narrow-gauge streetcar line.



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Legend to Annex 2:

1. To the Kirov Shipyard.
2. Stalin Remontny Zavod.
3. Lenin Remontny Zavod.
4. Krasny Oktyabr Remontny Zavod (formerly Friedrich Engels Shipyard)
5. Karl Marx Remontny Zavod.
6. Reidtanker (presumably a shipping agency with a ship repair plant).
7. Third International Remontny Zavod.
8. Kapski Shipyard. It is not known whether this is a new shipyard or whether it is identical with some other known Astrakhan shipyard, such as the "Uritzki", "Artem Sergeyev" or "Tenth Anniversary of the October Revolution" Shipyards. "Kapski" is said to be the name of the manager of the shipyard. It is also possible that the shipyard was given another designation since it has apparently been modernized.
9. Astrakhan railroad station.
10. So-called "Wuestenbahnhof" (Desert Station). The PW's used to call the railroad station by this name.
11. Astrakhan town area.
12. Trusovski workers' settlement area.
13) Railroad bridges across the Bolshaya Bolda River arm.
14)
15. New railroad bridges across the Volga River. (Confirmed by several reports)
16. Railroad line in the direction of Saratov.
17. Railroad line allegedly to Baku.
18. Bolshaya Bolda, a Volga River branch.
19. Kutum Volga River branch.
20. Varvartsev Canal.
21. Tsarev River branch.

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Sketch A

Legend:

1. Sawmill, wooden structure, 10 x 5 x 6 meters, equipped with one frame saw. It was 10 meters from the river and had a shipway at the river bank.

2. Carpentry shop, wooden structure, 20 x 10 x 6 meters, located 7 meters from the river.

3. Pattern-making shop, wooden structure, 30 x 10 x 5 meters.

4. Ship-building shop, brick building, 40 x 10 x 10 meters, about 7 meters from the river. Its equipment included 1 punch, 1 plate shears for 6-mm plates, 1 plate shears for 4-mm plates.

4a. Annex building, equipped with plate shears.

5. Foundry, brick building, 20 x 10 x 10 meters. It was equipped with 1 bronze furnace, 1 meter in diameter and 1 meter high; 1 x 24-ton furnace, 1.5 meters in diameter and 6 meters high; and one 8-ton furnace. The last two furnaces were used for gray iron castings. The total weekly capacity of the foundry was 15 to 20 tons.

6. Northern part of lathe shop, stone building, 20 x 15 x 10 meters.

7. Southern part of lathe shop, stone building, 30 x 15 x 10 meters. The two lathe shops, items 6 and 7, were equipped with 1 rotary drilling machine, 1 lathe with center width of 5 meters, 16 small lathes, 2 milling machines and 1 electrically operated traveling crane.

8. Material warehouse, stone building, 30 x 10 x 8 meters.

9. Forge, stone building, 10 x 10 x 6 meters, equipped with an automatic hammer.

10. Small foundry, 10 x 10 x 6 meters.

11. Machine shop, stone building, 10 x 10 x 10 meters. This was presumably a plant-owned power station.

12. Scrap-crushing installation.

13. Bridge I, 30 x 4 meters.

14. Bridge II, 30 x 4 meters.

15. Floating dock, 40 x 10 x 6 meters.

16. Floating dock, 30 x 10 x 2 meters.

17. Floating bridge, 70 x 4 meters.

18. Watchtowers.

19. Narrow-gauge track for shipyard requirements.

A. Distance - 75 meters.
B. Distance - 100 meters.
C. Distance - 75 meters.
D. Distance - 120 meters.
E. Distance - 70 meters
F. Distance from the shipyard to the PW Camp - 300 meters
G. Direction to Trusovski.
H. Direction to Rzeski Shipyard.

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Sketch B

Legend:

1. Gate.
2. Shipbuilding shop, stone building with steel frame, 50 x 12 x 9 meters. Included in its equipment were 1 shears, 1 punch and 1 material warehouse.
3. Lathe shop, stone building with steel frame, 50 x 12 x 9 meters. It was equipped with 12 lathes of German make and 12 lathes of American make.
4. Foundry, stone building with steel frame. It was equipped with one 2½-ton furnace for gray iron castings, 1.5 meters in diameter and 6 meters high; one small furnace for gray iron castings, 1 meter in diameter and 4 meters high; one furnace for bronze castings, 1 meter in diameter and 1 meter high; and a traveling crane with a 1-ton ladle. The furnaces were charged at the top by ship hoists.
5. Forge, stone building with steel frame, 40 x 12 x 6 meters.
6. Warehouse, wooden building, 50 x 12 x 6 meters.
7. Carpentry shop stone building with steel frame.
8. Scrap-crushing plant.
9. Berths for ships in need of repair.
10. Narrow-gauge track for shipyard traffic.
11. Small pier.
12. Ferry to Astrakhan.
13. Clubhouse.

A. Distance - 300 meters.
B. Distance - 100 meters.
C. Distance - 70 meters.
D. Distance - 100 meters.
E. Distance - 100 meters.
F. Direction to Trusovski.
G. Direction to Kapski Shipyard.



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Legend:

A. Slipway, 200 meters wide. (Width probably overestimated).

B. Side tracks on either side of slipway.

C. Width of side tracks, 200 meters. (This may be considerably overestimated).

D. Water frontage of the shipyard, 1500 meters.

a. Ship on slipway.

b. Inclined carriages.

c. Platform cars.

d. Winch for hauling vessels.

e. Workshop buildings.

f. Power station.

g. Area for additional construction.

h. Slipway.

This shipyard was mainly a large slip installation. The inclined carriages, which had 10 wheels each, descended on tracks into the water far enough that the ship could be placed on them to be hauled up. When the ship arrived at the upper end of the inclined track section, the platform cars were moved into the spaces between the inclined tracks. The ship was lowered on these platform cars and then hauled horizontally onto the upper track section. The platform cars were then moved by a turntable to tracks which would bring the ship to the appropriate repair shop. The last stage of this operation cannot be accurately determined from available information. It is also possible that the ship is reloaded on other platform cars when it is moved parallel to the river bank. The whole process is done in reverse when the ship is to be slipped back into the water. A similar procedure is used for launching a newly built ship.



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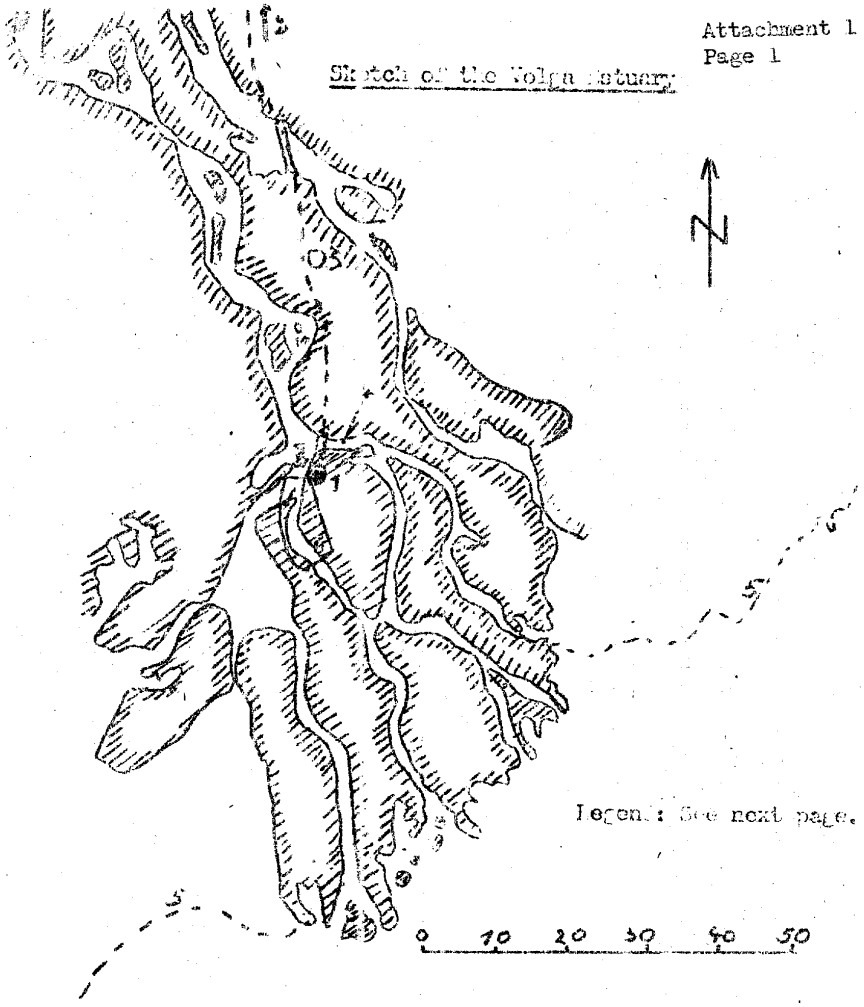
Sketch of the Volga Estuary

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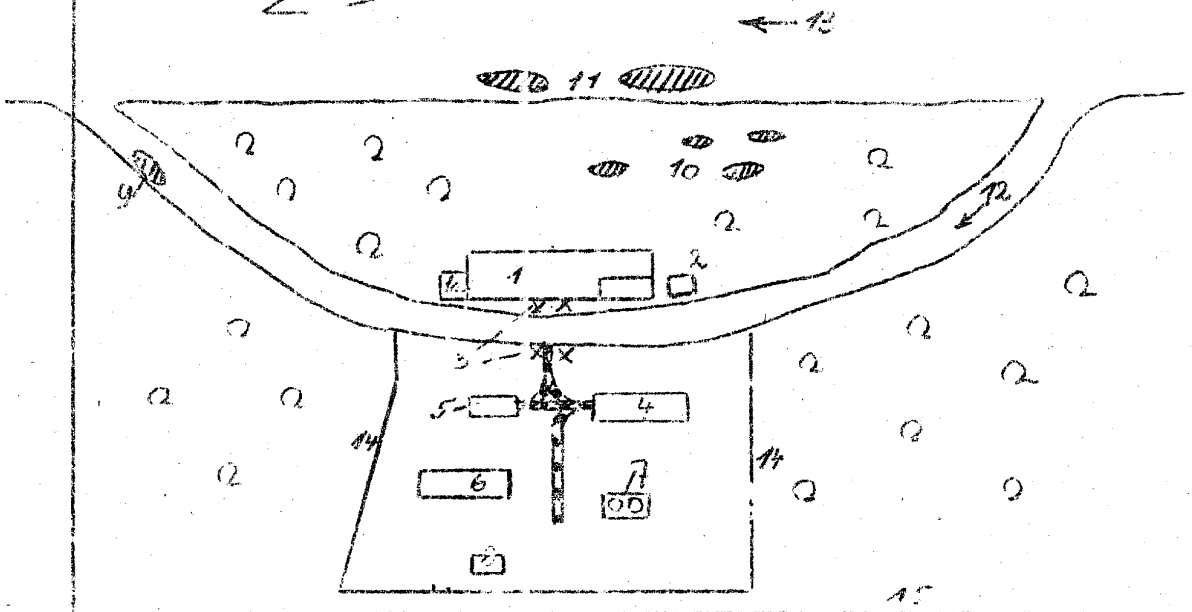
Sketch 2

Stalin Remontn. Zavod

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Attachment 2
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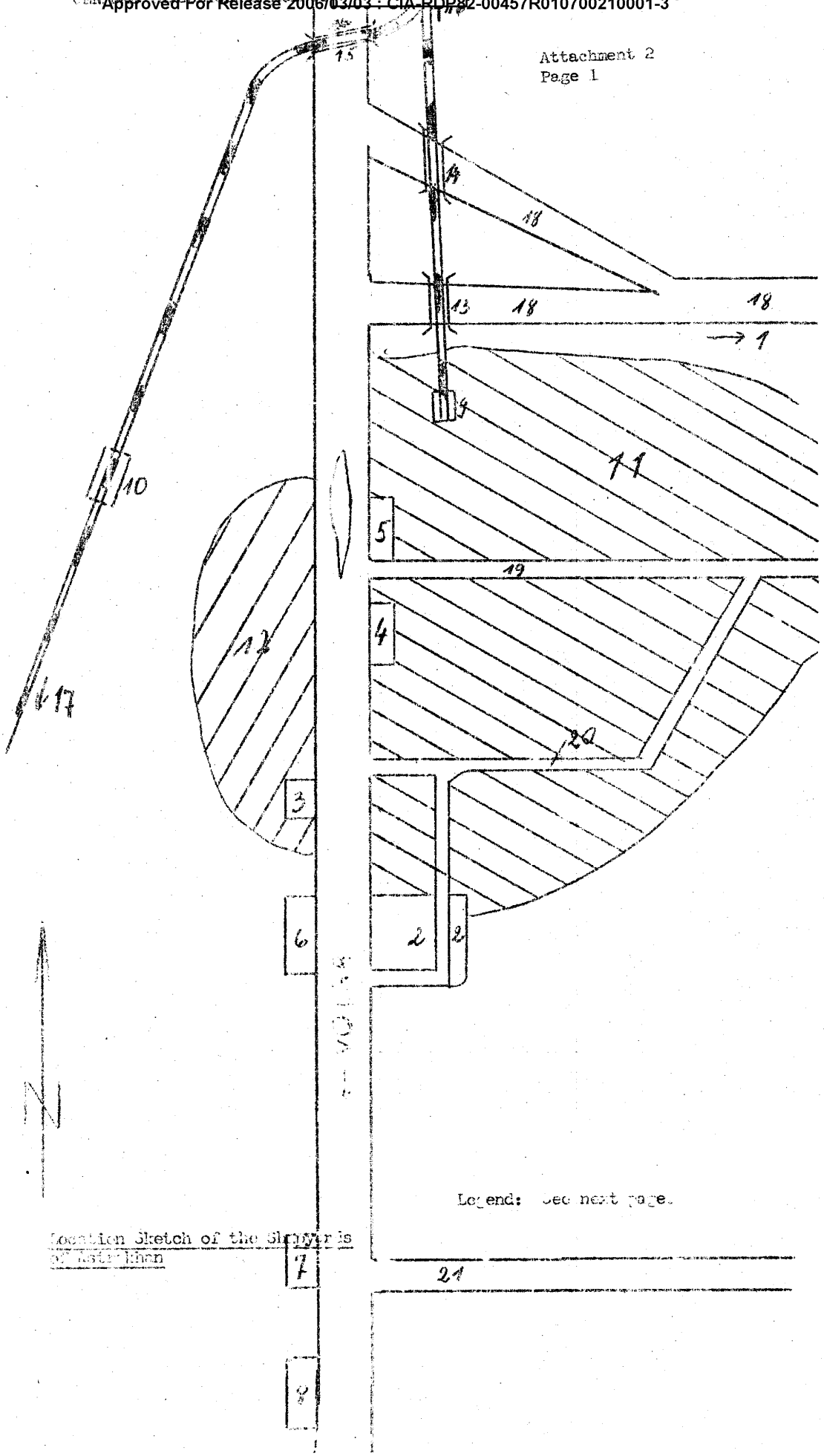


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Location Sketch of the Shipyard is
of Astrakhan

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Attachment 3
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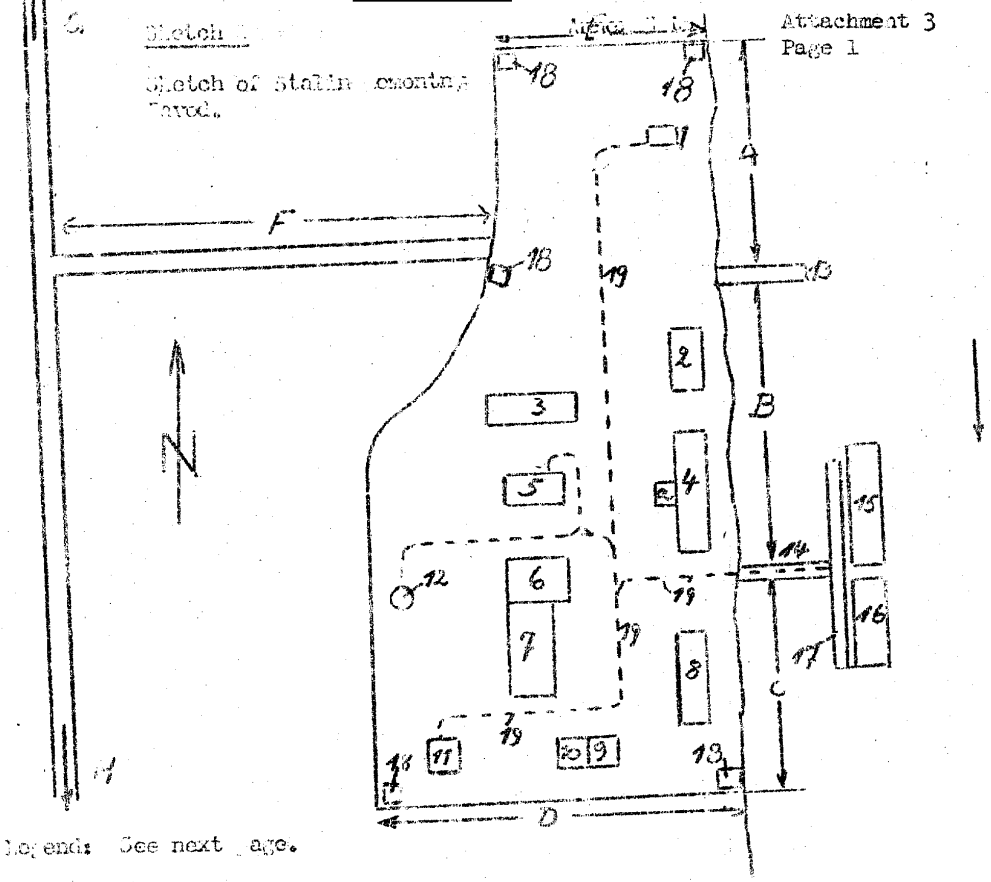
Sketch 1

Sketch of Stalin Komsomol Pavod.

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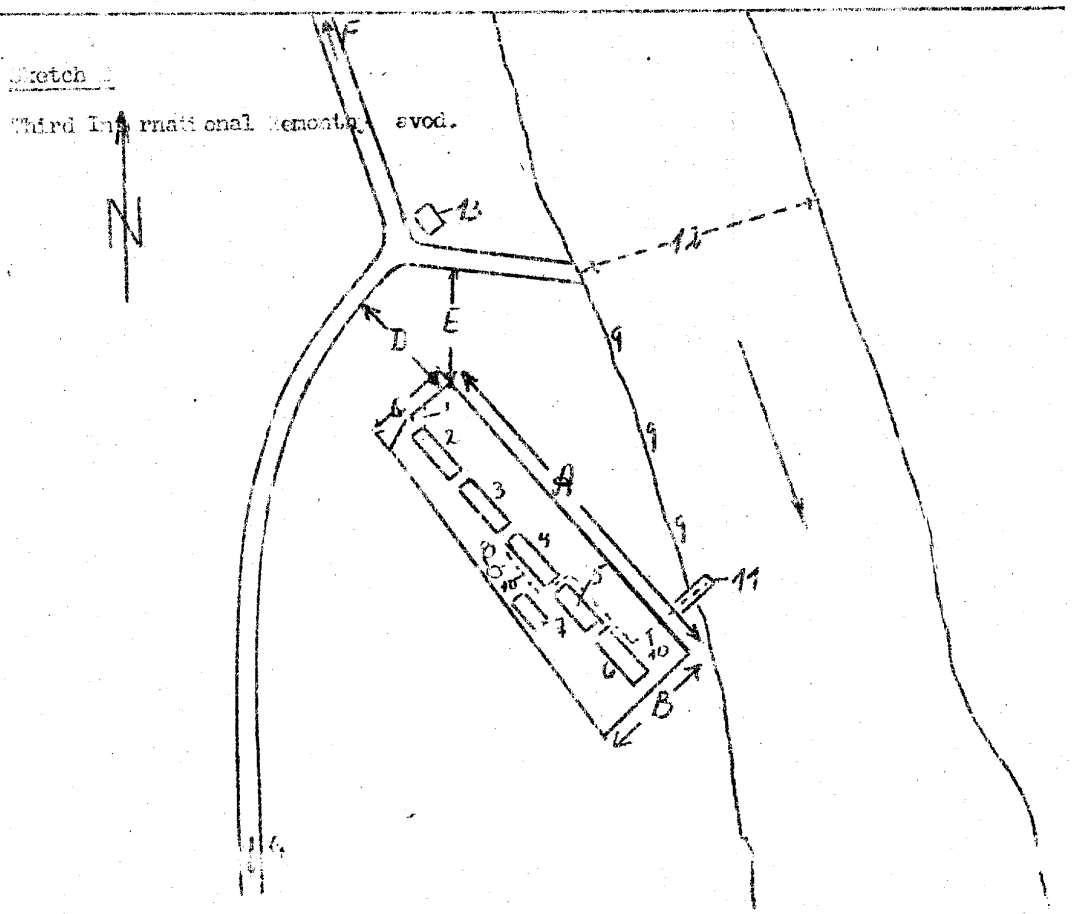
Sketch 2

Third International Komsomol Pavod.

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Attachment 4
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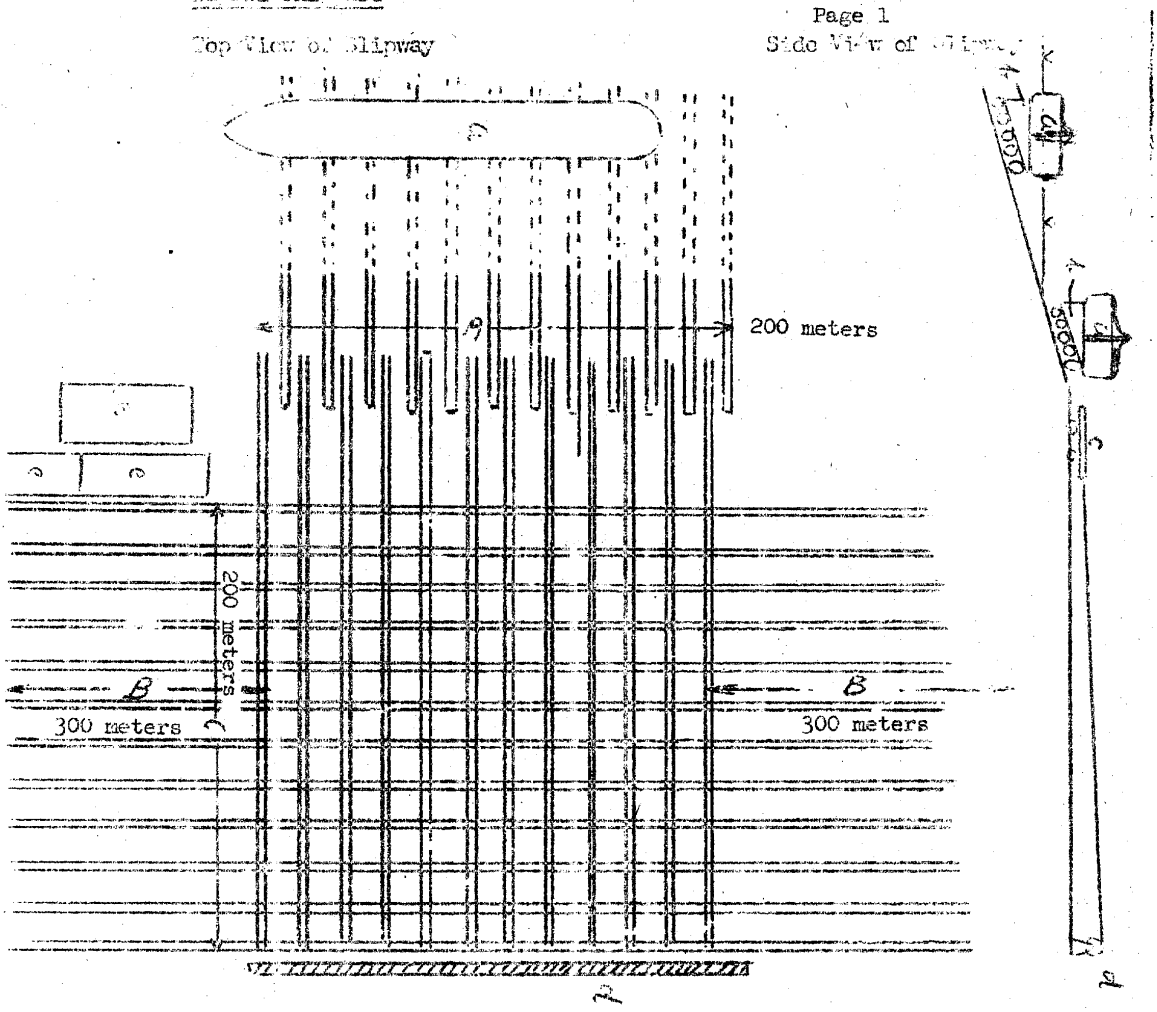
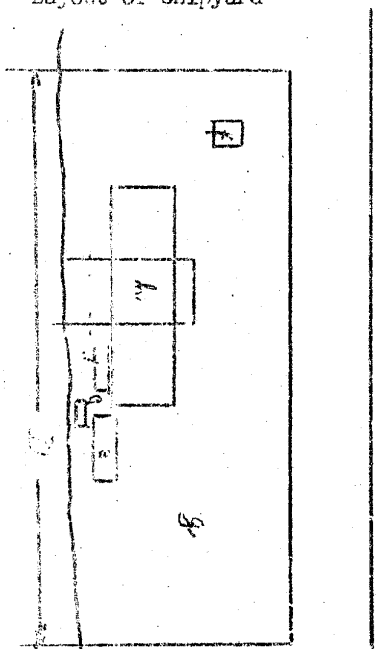
Kanchi Shipyard

Top View of Shipway

Side View of Shipway




Layout of Shipyard



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